Marine Environmental Data Service

OCEANOGRAPHIC DATA TRANSMITTED FROM THE FLEMISH CAP AREA SEPTEMBER 1979 TO DECEMBER 1980

J.R. Keeley

DATA RECORD

NO. 2

Canada

1981

MARINE ENVIRONMENTAL DATA SERVICE

DATA RECORD

NO. 2

Oceanographic Data
Transmitted from the Flemish Cap Area
September 1979 to December 1980

J.R. Keeley

DEPARTMENT OF FISHERIES AND OCEANS

OTTAWA, CANADA

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INTRODUCTION

This is the second report listing the messages received by the Marine Environmental Data Services Branch (MEDS) from ships in the area of the Flemish Cap. The first (Gagnon 1980) described the international discussions which took place and led up to the agreement to transmit oceanographic data by radio to shore stations. The report also detailed the procedures used to code the data and the routing of the data through the Global Telecommunications System (GTS) to MEDS. Finally, it presented the cruise tracks of the ships and the messages as received up to the end of August 1979.

A slightly different approach has been taken with this report. Gagnon's report presented ships tracks and data from cruises designated to be participating in the Flemish Cap experiment. The cruises presented here did not have the same obvious goal to sample, systematically, the waters over the Flemish Cap. For this reason, it was decided to present all of the data received from those cruises which occupied at least one station in the area of the Flemish Cap from 1 September 1979 until 31 December 1980.

PROCEDURES

The BATHY and TESAC messages received by MEDS are logged on a computer file. The messages must pass a few simple checking procedures before they are incorporated into the master data file. These checking procedures are designed to ensure the message structure is correct and that all fields have sensible values.

The first step for the report was to determine the number of different ships call signs for which there were messages from the Flemish Cap area (defined to be 46°-48°N and 43°-47°W). These messages were then broken down into "cruises" according to the date and time information with each message. Fourteen such cruises were found and are listed in Table 1.

Table 1. IGOSS data from cruises on the Flemish Cap.

SHIP	CALL SIGN	DATES (1980)	MESSAGES	PARAMETERS	TRACK CHART
GADUS ATLANTICA	VC9450	5-19 January	47	T	Fig. 1.
KONONOV	USOP	9-16 May	21	T	Fig. 2.
YUKON	NUOP	11-15 May	8	T	Fig. 3.
GADUS ATLANTICA	VC9450	20-29 May	14	T,S	Fig. 4.
KONONOV	USOP	25-29 May	16	T	Fig. 5.
?	SHIP	5-9 June	25	T	Fig. 6.
KONONOV	USOP	13-15 June	7	T	Fig. 7.
MARSHALL FIELD	NIZX	1-4 July	7	T	Fig. 8.
KONONOV	USOP	12-28 July	21	T	Fig. 9.
MARSHALL FIELD	NIZX	3-6 August	5	T	Fig. 10.
PROTSION	ESNI	4-9 August	19	T	Fig. 11.
MORMACBRACO	WMSD	17-23 September	3	T	Fig. 12.
?	GZMM	5-14 October	6	T	Fig. 13.
PORYV	ERES	5-11 November	18	T	Fig. 14.

The ship names associated with all of the call signs were not always known. This required a certain amount of work to identify them. In the end, there were still two which are as yet unidentified. These are noted by "?" under the column headed "SHIP" (Table 1). Track charts of the individual cruises (Figs. 1 to 14) were plotted from the messages received.

There are still some problems in ensuring that BATHY and TESAC messages reach MEDS. Part of the problem lies with operators of shore radio stations not recognizing the messages and therefore not knowing what to do with them. This problem has been addressed and should now be almost eliminated. The other part of the problem is in MEDS link in the GTS. Because of the routing of the messages, there are inevitable problems of some being lost. These can only be dealt with as the problem is discovered. MEDS would like to encourage readers who know of BATHY and TESAC messages which were sent, to send the information to MEDS so that we can ensure our receipt of them.

REFERENCE

Gagnon, J. 1980. Real-time oceanographic data transmitted during the 1979 Flemish Cap (47°N, 45°W) international experiment. Mar. Environ. Data Serv. Data Rec. 1: 12 p. + 1 fiche. (Also available as NAFO SCR DOC 80/IX/157 N233).

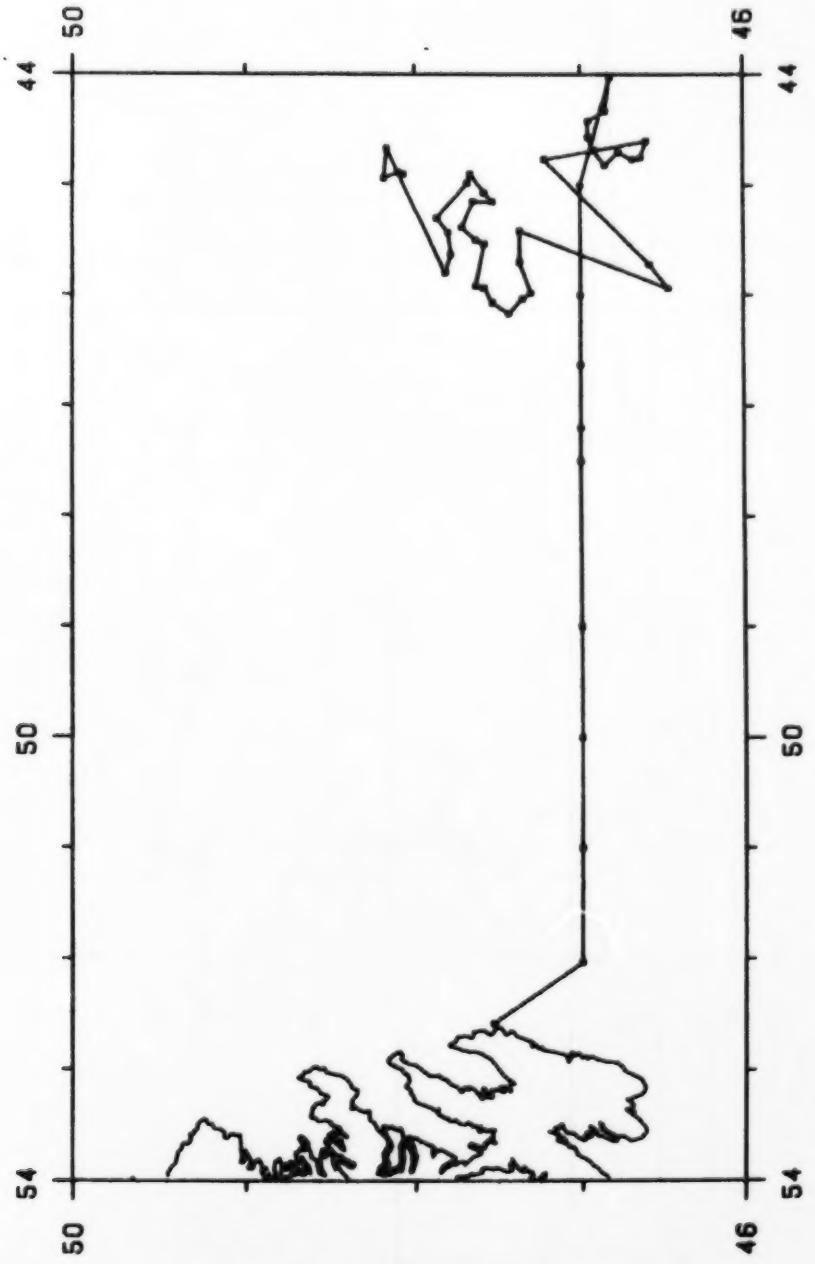
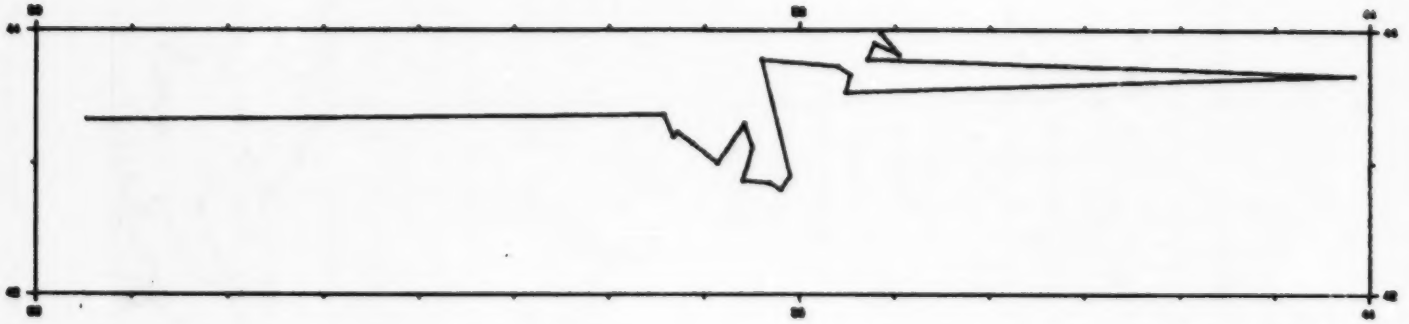
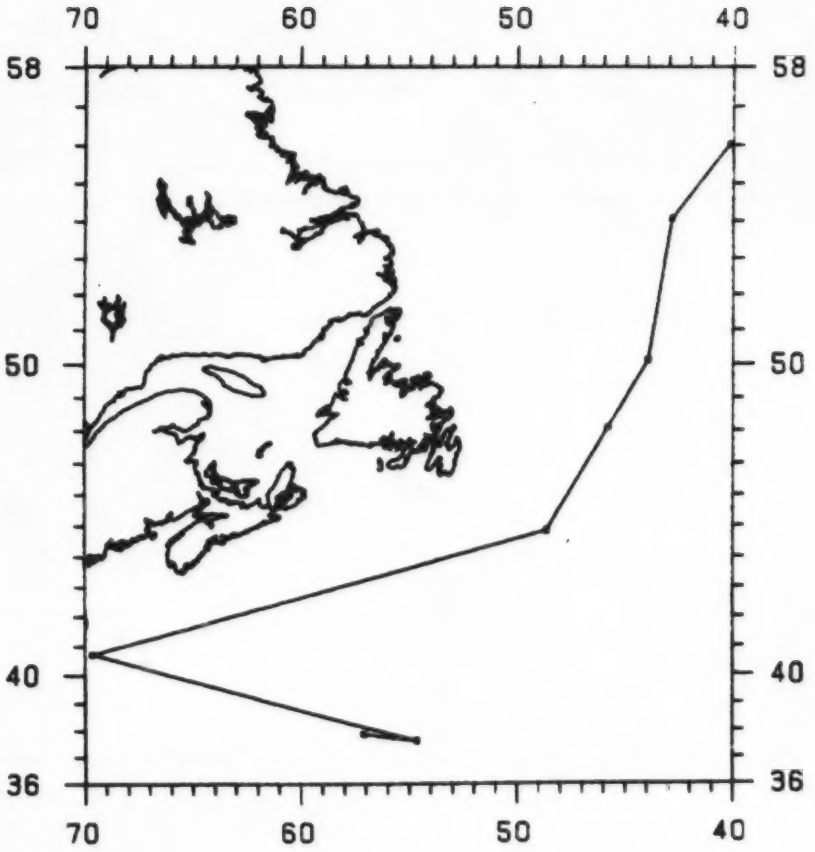


Figure 1



CRUISE USOP 9/ 5/80 - 16/ 5/80 21 STATIONS

Figure 2



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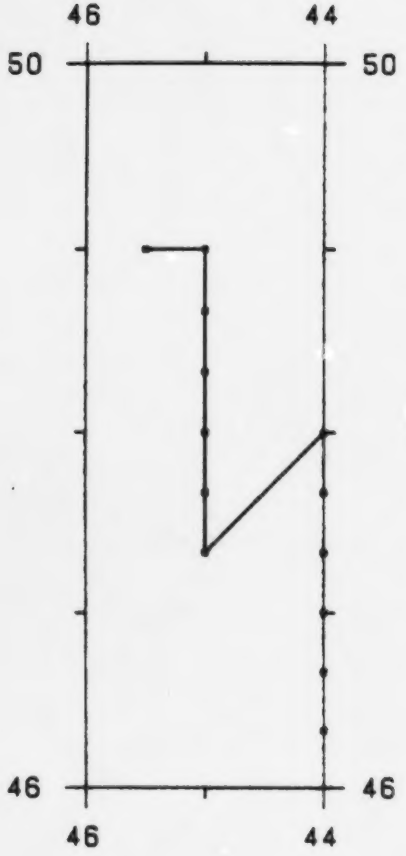
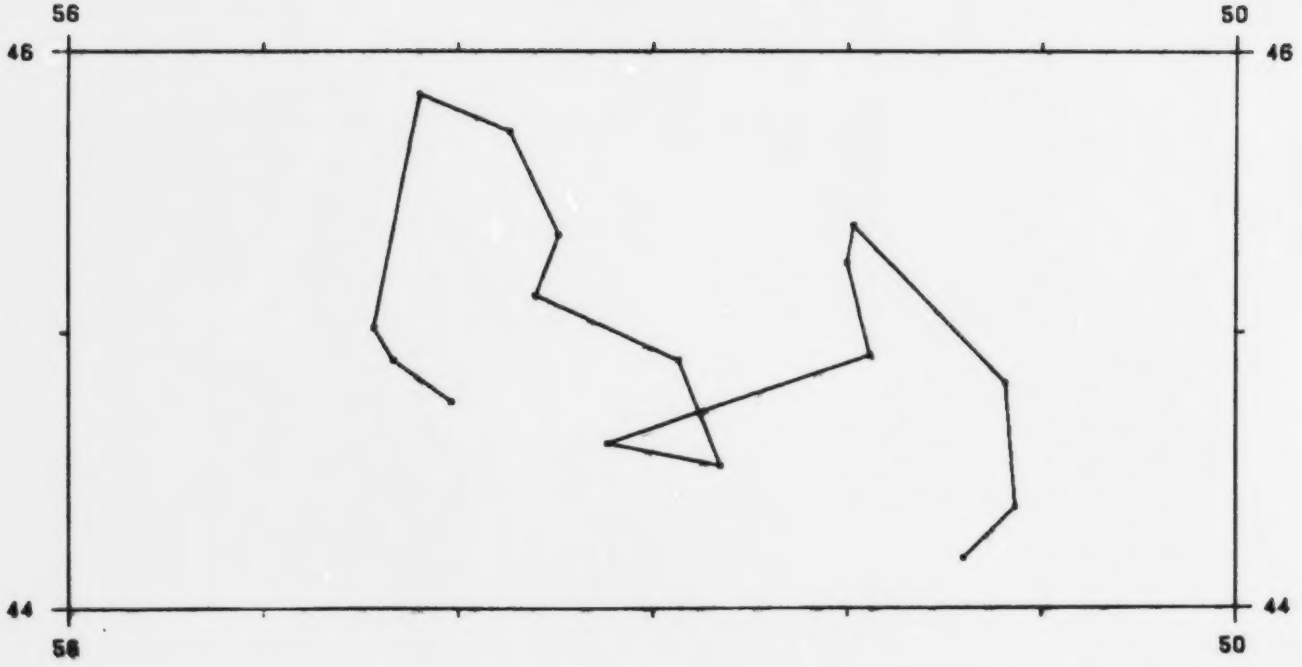


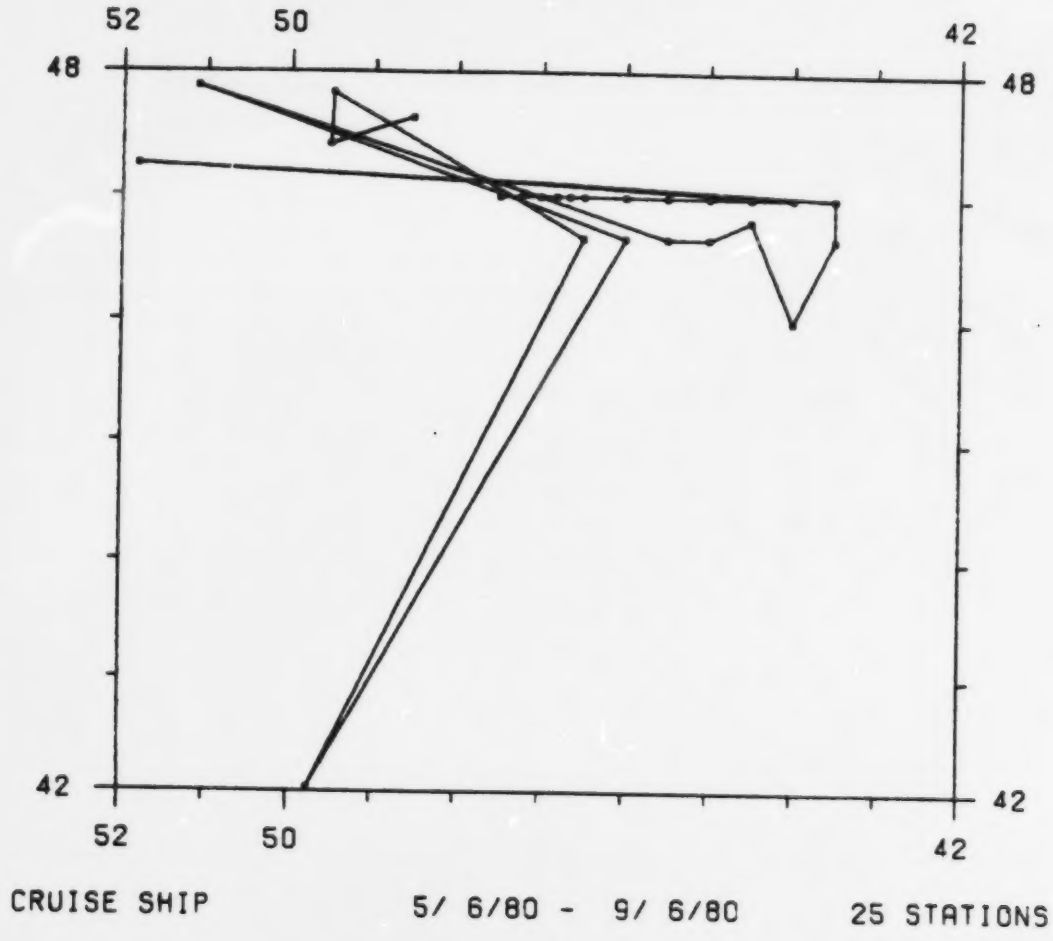
CRUISE **VC9450** 20/ 5/80 - 29/ 5/80 14 STATIONS

Figure 4



CRUISE U80P 25/ 5/80 - 29/ 5/80 16 STATIONS

Figure 5



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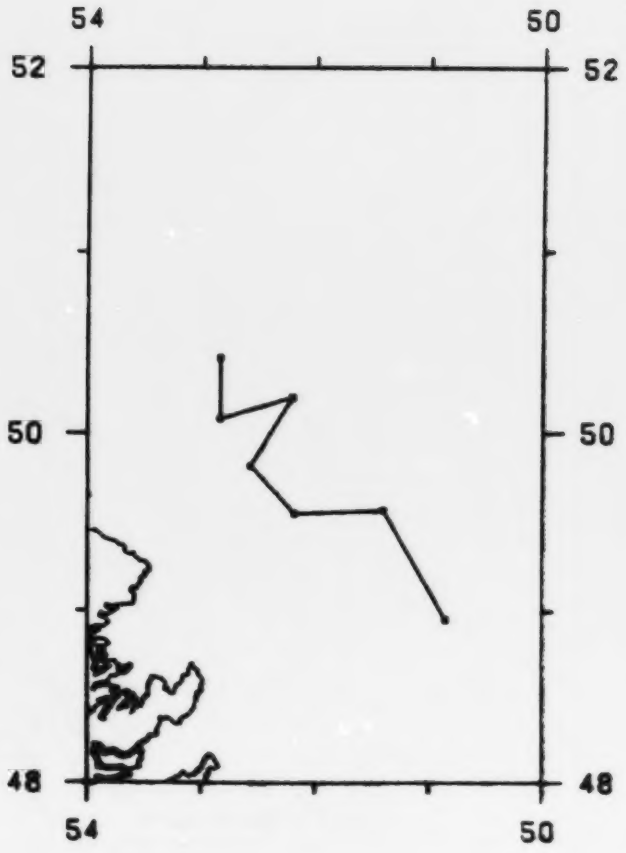
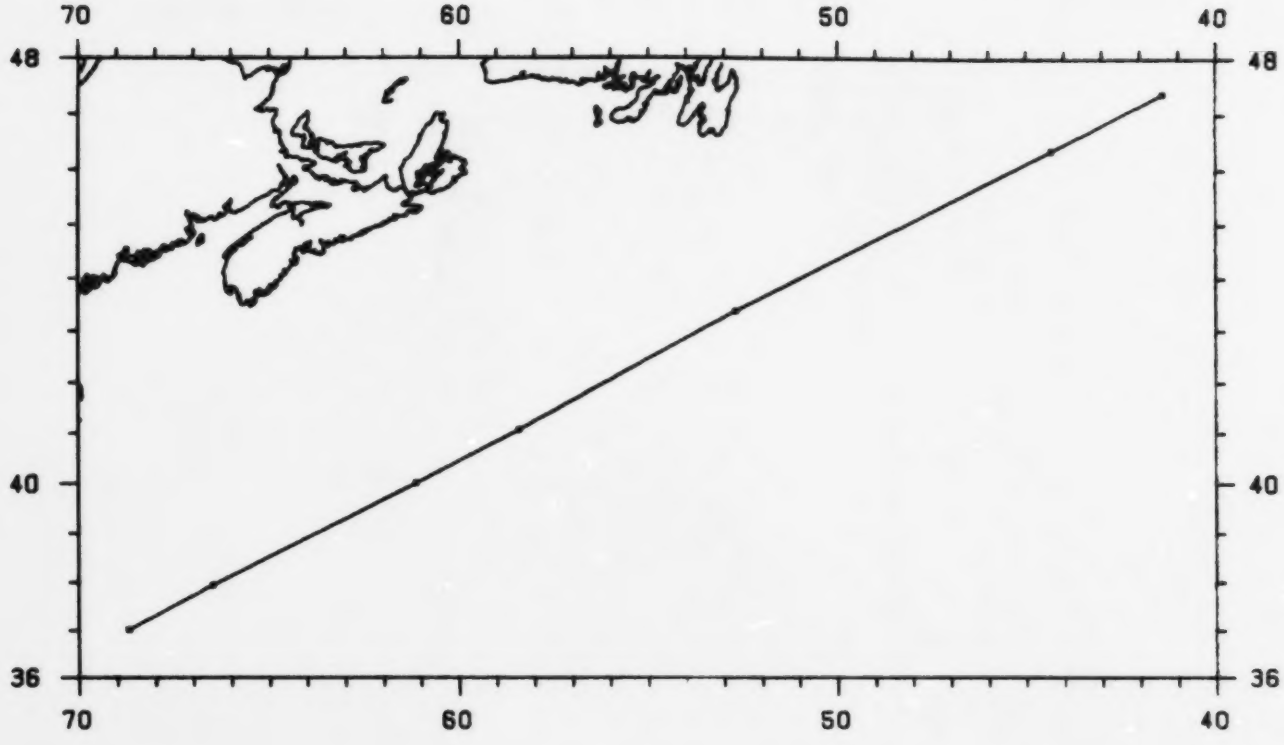


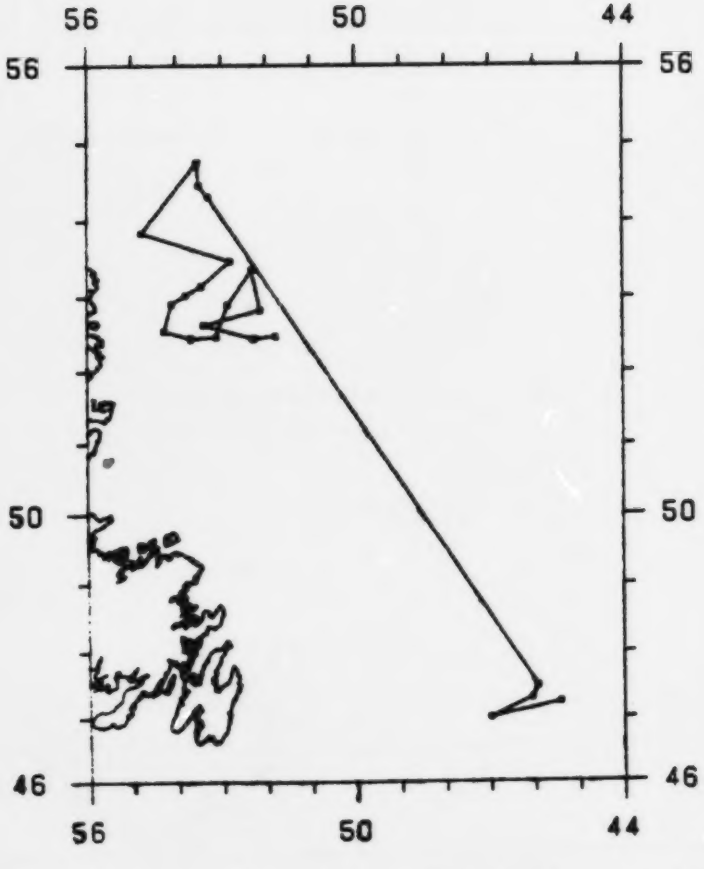
CRUISE USOP 13/ 6/80 - 15/ 6/80 7 STATIONS

Figure 7



CRUISE NIZX 1/ 7/80 - 4/ 7/80 7 STATIONS

Figure 8



CRUISE USOP 12/ 7/80 - 28/ 7/80 21 STATIONS

Figure 9

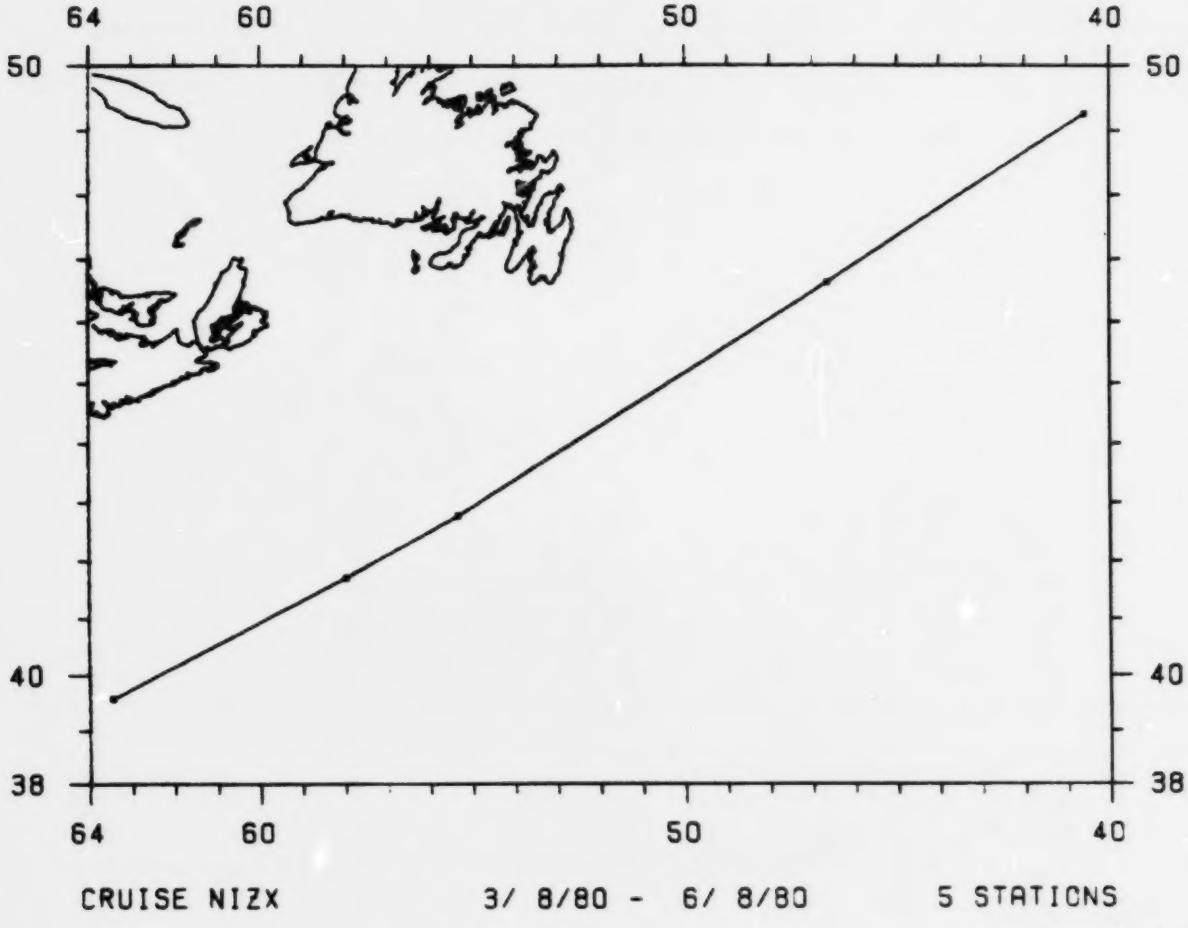
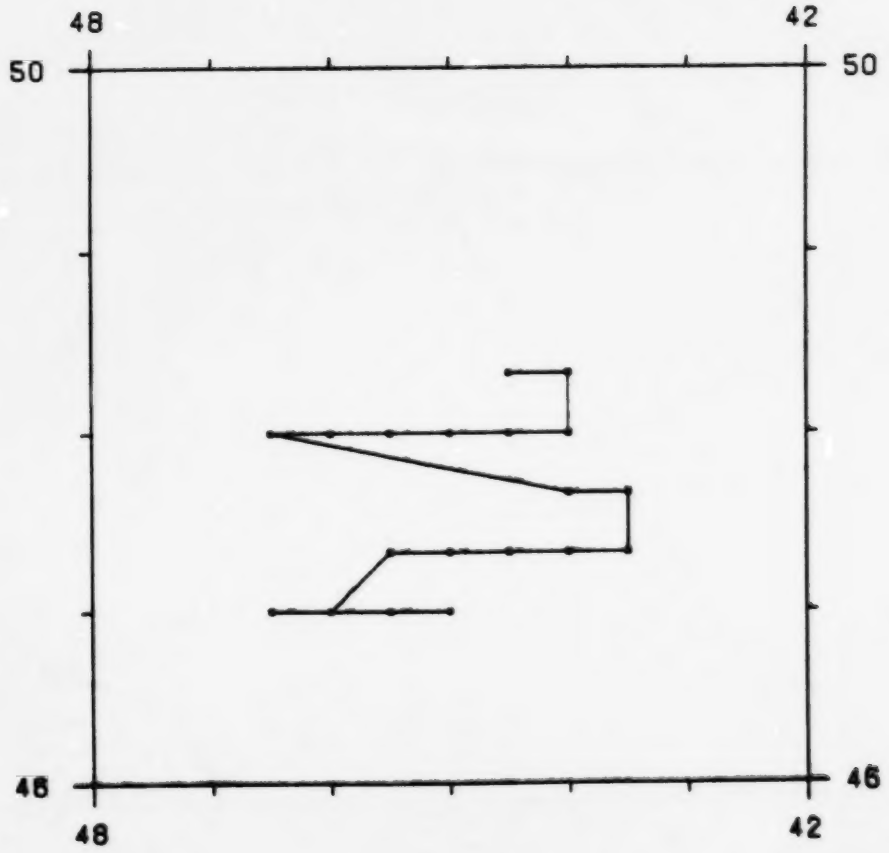
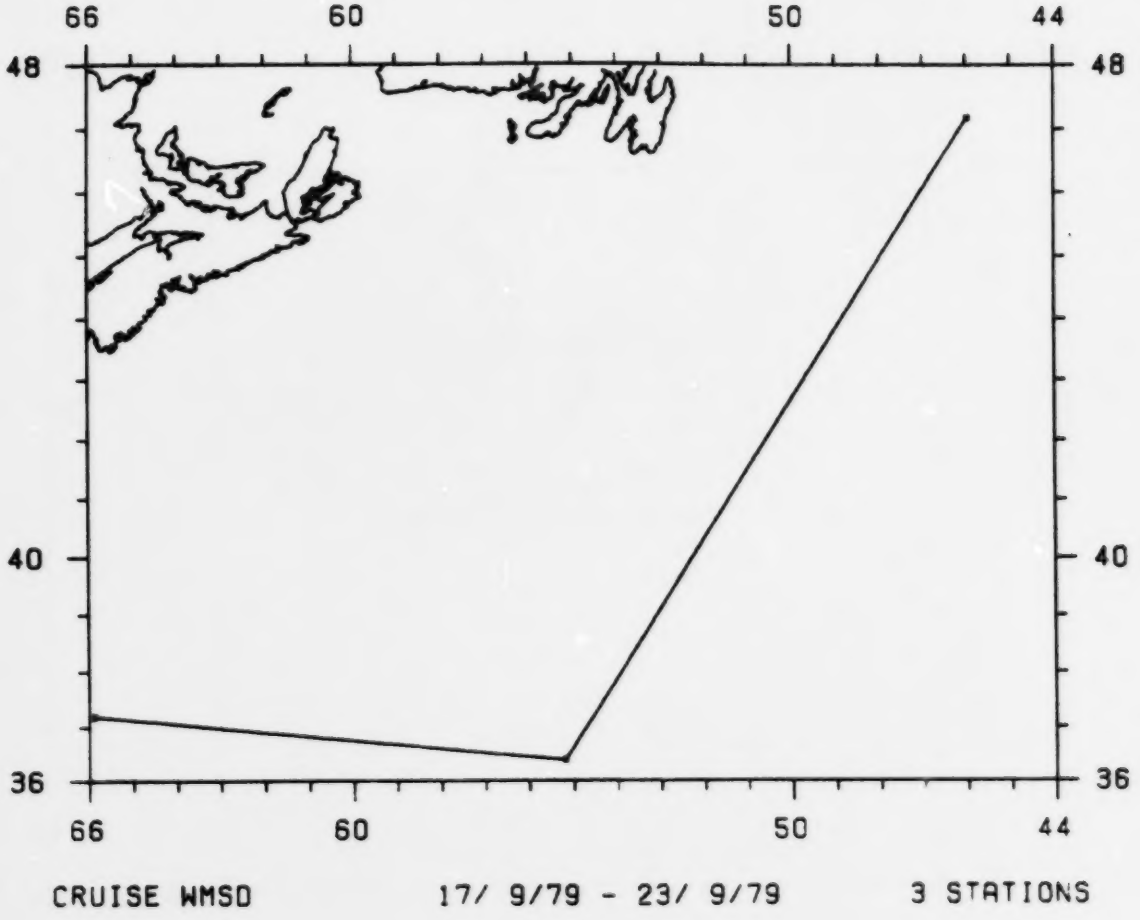


Figure 10



CRUISE ESNI 4/ 8/80 - 9/ 8/80 19 STATIONS

Figure 11



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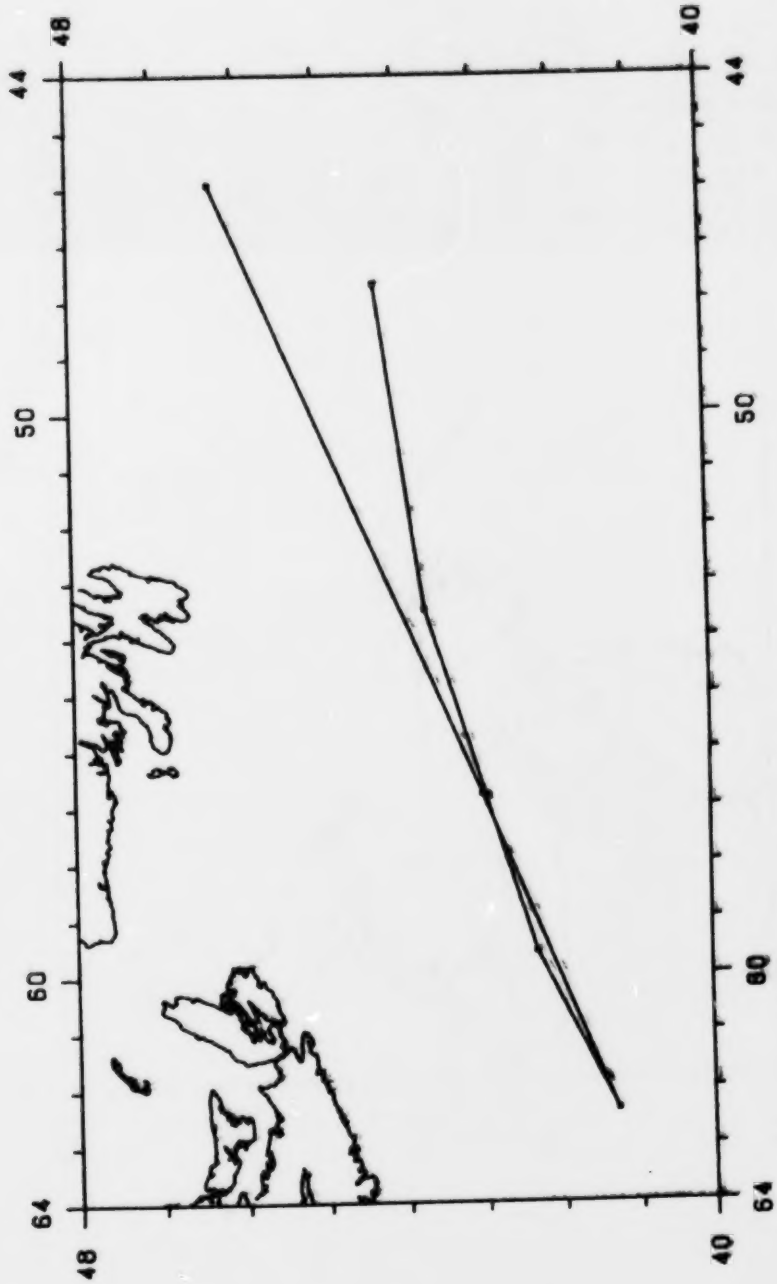
64
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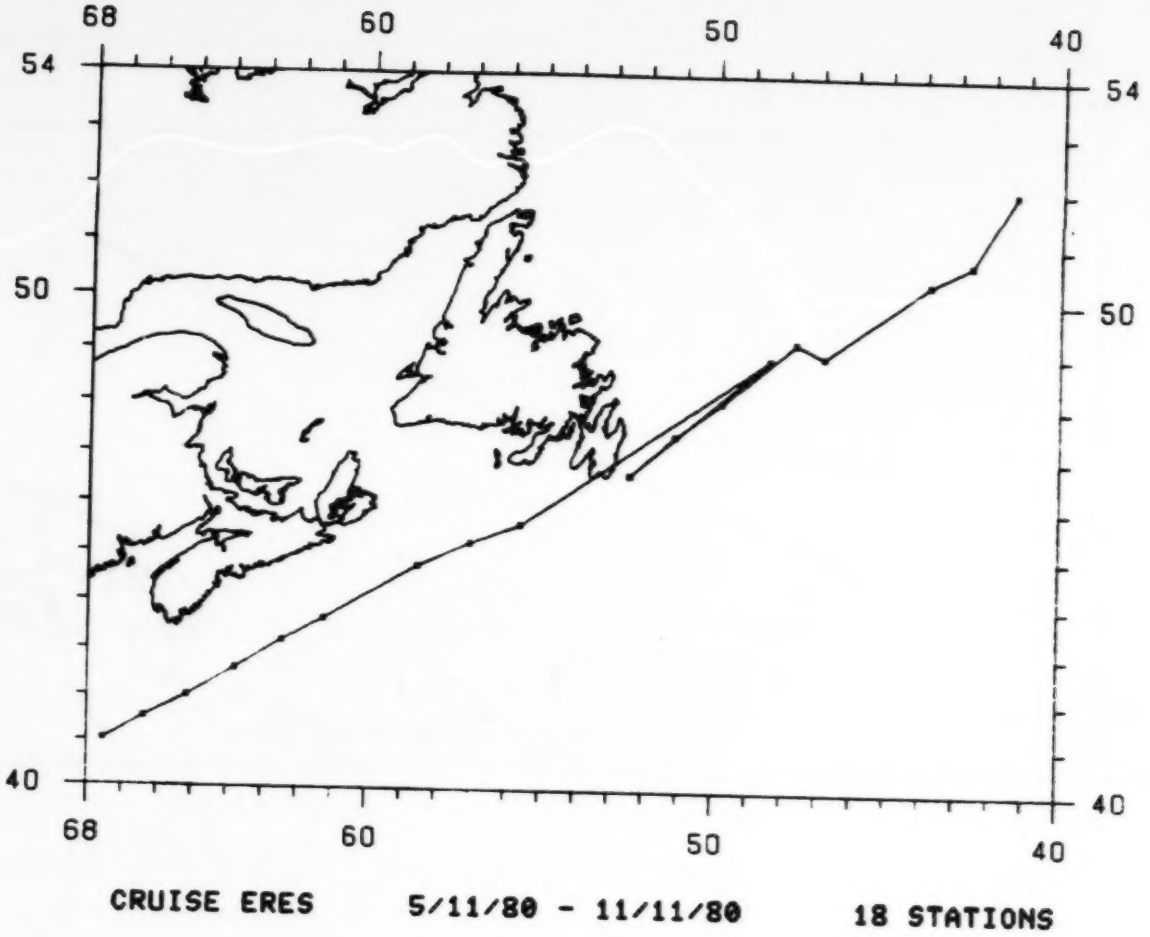
CRUISE QZMM 5/10/80 - 14/10/80 6 STATIONS

Figure 13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CRUISE ERES
5/11/80 - 11/11/80
18 STATIONS

Figure 14